



FREY INDUSTRIES, INC.

A Total Physical Distribution Concept

P.O. Box 9307 • Newark, New Jersey 07104
201 / 482-0153 • Telex: 132238 FREY NWK

July 22, 1987

Chief Stanley Kossup
Newark Fire Department
1010-18th Avenue
Newark, N.J. 07106

Dear Chief Kossup,

The attached memo indicates a brief synopsis of the incident of July 20, 1987 and the action taken by Frey Industries personnel.

All records should indicate that Baron Blakeslee spent approximately ten (10) hours yesterday replacing a portion of the tank wagon unloading assembly, cleaning and segregating all sample bottles that were found on the ground and rear of one of these trailers and performed general house-keeping throughout their areas of occupancy.

At 7:00 A.M. this morning, the product was drummed from the subject tank wagon since additional leaks were noted in the flange area.

We have also requested that Baron Blakeslee make available an inventory record of what is stored in each of their trailers.

All steam lines leading to and returning from the rail cars were checked several times yesterday and last evening with no visible signs of steam discharge, since all hook-ups were made back to our condensate return systems.

A trailer load of empty Acetyl Chloride drums is scheduled to be shipped from the facility on Thursday.

If we can provide any additional information please contact me directly.

EMERGENCY NUMBERS

Frey Industries, Inc.	201-482-0153
Ted Frey	201-998-4430
Gary Grimes	201-396-4975
Chris Frey	201-998-1933
Charles Hack	914-358-3229

531097



WAREHOUSING • PACKAGING • DRUMMING • BLENDING • BULK • RAIL
29 RIVERSIDE AVENUE • NEWARK, NEW JERSEY 07104

Baron Blakeslee Inc.

Robert Dittmar

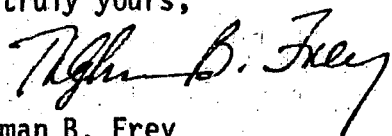
Guard House

201-882-6447

201-482-1426

201-485-9568

Very truly yours,



Tilghman B. Frey

TBF/ps

Enclosure

cc: Chief C. Coleman
Chief R. Buscine
Chief W. Kingeter
Capt. A. Apostilico - Hazmat Services
C.J. Dwyer - NJDEP
A. Schiff - NJDEP
R. Dante - Enviro Services Inc.
G. Redish - Cole, Geaney, Yamner & Byrne

At approximately 9:05 P.M., Monday evening, July 20, 1987, the guard on duty from the Riverside Complex called my home informing us that the Newark Fire Department was on the premises asking questions about the rail cars in the rear of the complex and specifically about the steam and liquid coming from the bottom outlets of these cars.

It appears that an individual driving on Route 21 reported that a tank car may be on fire in the Riverside Avenue Complex.

My both sons, Christopher and Matthew responded to the call immediately and were questioned by fire department officials pertaining to the alleged incident.

Since these rail cars were placarded UN1578 (a CLASS B POISON) the Newark Hazmat task force was also summoned.

Gary Grimes, V.P. of Plant Operations and myself arrived at 10:05 P.M. and questioned the task force pertaining to the situation.

They stated that "they also discovered a leaking tank wagon, broken sample bottles of unidentified substances and leaking Acetyl Chloride drums in the rear of the complex." They inturn notified the NJDEP task force who were yet to arrive.

Investigations by all parties indicated the following:

1. The condensate return line from the rail car was not hooked up properly causing steam to escape into the atmosphere and steam condensate to drip on the rail track.
The car was not leaking, as all PNCB (para nitro chloro benzene) rail cars received by Frey are top loading vessels only. The liquid coming from the rail car was definitely water.
2. The tank wagon that was found to be leaking is owned by Baron Blakeslee. It had a defective valve and we assume leaked tetrachloroethylene into five (5) gallon pails placed under the valve by a Baron Blakeslee employee. We attempted to stop the leak, placed all residue from the pails into a recovery drum and placed a 30 gallon liquid-pack under the valve.
3. The broken sample jars and recovery drums in a trailer, also belonging to Baron Blakeslee were unidentifiable.
4. Numerous containers and trailers in the rear of the complex contain empty Acetyl Chloride drums that are awaiting disposal by an authorized facility.

These drums, have been triple washed and are being sent to a disposal company at the rate of 200 plus per week.

Obviously, these trailers and drums are unsightly, as over sixteen (16) months has been spent with every agency possible trying to locate a disposal sight for them.

The Acetyl Chloride drums are owned by American Hoechst/Celanese Corporation and Marlborough Chemical Company. The chemical is imported from Germany and England, delivered to Frey in 55 gallon, poly lined drums. Frey Industries de-drums this product into two (2) nickel tank wagons for ultimate delivery and use by several major pharmaceutical companies.

In summary, it is our intention at Frey Industries to insure that the condensate return steam line is always connected when steaming rail cars.

Baron Blakeslee, a sub-tenant of Frey has been given ten (10) days to clean up their areas and indentify all containers, trailers, etc.

And finally, every effort will be made to have more than 200 empty Acetyl Chloride drums disposed of weekly, in an effort to clean up the balance of the rear of the complex.

We secured the facility at 1:50 A.M.